



Concept Environmental and Social Review Summary

Concept Stage

(ESRS Concept Stage)

Date Prepared/Updated: 05/26/2021 | Report No: ESRSC02081



BASIC INFORMATION

A. Basic Project Data

Country	Region	Project ID	Parent Project ID (if any)
Senegal	AFRICA WEST	P176419	
Project Name	Enhancing Connectivity in the Northern and Central Agricultural Production Areas of Senegal		
Practice Area (Lead)	Financing Instrument	Estimated Appraisal Date	Estimated Board Date
Transport	Investment Project Financing	2/16/2022	3/31/2022
Borrower(s)	Implementing Agency(ies)		
Ministry of Finance and Budget	AGEROUTE		

Proposed Development Objective

The Project Development Objective (PDO) is to enhance transport connectivity in selected agricultural areas of Senegal and improve the safety and resilience of the country’s road sector.

Financing (in USD Million)	Amount
Total Project Cost	200.00

B. Is the project being prepared in a Situation of Urgent Need of Assistance or Capacity Constraints, as per Bank IPF Policy, para. 12?

No

C. Summary Description of Proposed Project [including overview of Country, Sectoral & Institutional Contexts and Relationship to CPF]

Senegal has adopted a new development model to accelerate its economic and social development. This strategy, called the Emerging Senegal Plan (PSE), is the reference for economic and social policy in the medium and long term. Within the framework of the PSE, the Government is implementing a 2019-2023 Priority Action Plan that includes 3 axes: (i) Structural transformation of the economy and growth; (ii) Human capital, social protection and sustainable development and (iii) Governance, institutions, peace and security. Axis 1, relating to structural transformation, includes the strategic objective 3 on 'strengthening quality infrastructure'.



To achieve the vision and objectives of the PSE as they regard transport connectivity, the government has defined its strategy through a sector policy letter covering the period 2020-2024. This sector policy letter focuses on the management and implementation of sustainable transport infrastructure to support the rural and urban economy. This includes the establishment of an adequate logistics and transport system to facilitate the transportation of agricultural products to consumption centers. Linking areas with high production potential to markets (consumption, export, processing) is a crucial objective. The road sector is of particular importance to Senegal, as more than 90% of travel is by road. Thus, three of the six indicators under the strategic objective 3 on 'improving the quality of infrastructure' directly measure progress in the road sector (km of paved roads, km of rural tracks, and rural accessibility index). The other three indicators for infrastructure other than roads are: km of railroads, logistics performance index, and installed electrical power.

The proposed project is fully consistent with the Country Partnership Framework, focusing the investment on geographic areas with the highest needs and seeking to reduce service gaps and build synergies across sectors in each region of Senegal. Under the CPF, selected transport interventions will aim at improving national and regional connectivity with the goal of strengthening the competitiveness of key economic sectors. The strategy will adopt a more intentional spatial approach to focus investments on the geographic areas with the highest needs to reduce service gaps and build synergies across sectors in each region, while also strengthening economic ties to better integrate the broader regional economy. The focus of the IDA portfolio will be intentionally more concentrated in specific regions of Senegal, such as (a) rural areas in the center and south of the country, where multi-sectoral approaches would have greater impact in lifting people out of poverty; and (b) urban and peri-urban areas, where the absolute number of poor and new job creation opportunities are the highest.

The proposed project will enhance connectivity in selected main agriculture areas in the North and the Center of the country through climate-resilient interventions on road networks. The proposed project aims to improve connectivity between agricultural production and markets in these areas of high agricultural potential and high poverty. The project will be designed to consider the resilience of the project and through the project. It will also support the agenda of spatial equality, poverty reduction, and economic and social development. Direct project beneficiaries would be the population living in the area of influence of the project. In particular, the project will facilitate the direct and indirect job creation of youth through High-Intensity Labor-based Method (HILM) for rehabilitation and maintenance. A particular emphasis will be put on addressing gender gaps, with attention to ensure benefits from enhanced connectivity will bring to women and girls.

The project objective will be achieved through the following components: (i) Improvement of connectivity in the selected areas, (ii) Support for Access to Economic Opportunities and Small Community Infrastructure ; (iii) Institutional support for the transport sector ; (iv) and a project management component.

D. Environmental and Social Overview

D.1. Detailed project location(s) and salient physical characteristics relevant to the E&S assessment [geographic, environmental, social]

The proposed project aims to improve connectivity between agricultural production and markets in these areas of high agricultural potential and high poverty. It will be implemented among the agricultural areas of Senegal in the North (Ferlo, Delta and Senegal River valley) and the Center (groundnut basin). This rural areas are characterized by a "fragility" trap, driven by land pressures from rapid population growth; environmental degradation; poor basic infrastructure a lack of economic opportunity, particularly for young women and men; the omnipresence of road traffic and the lack of intermodal coordination; back quality of rural road with a lot of accident and death; the weak capacity of actors, especially in the private sector; the insufficient quality of infrastructure, mainly due to the lack of



maintenance. Road safety is becoming a majeure problem and the main causes for road accidents and mortality are: (i) infrastructures not equipped with adequate safety equipment (ii) safety technologies in the fleet of vehicles hardly regulated (iii) road users' behavior. Direct project beneficiaries would be the population living in the area of influence of the project.

Project activities relevant to the ESF include Component 1 (Improving Rural Connectivity):

- (i) Development and asphaltting of the Keur Momar Sarr-Richard Toll road (R82, 78 km) including 4 km of roads in Richard Toll and the construction of the Nguer Malal-Loumbeul Keur Malick Sow related track (17 km);
- (ii) Development and paving of the Gnith-Nder-Colonat-CFRN2 road (R81, 27 km)
- (iii) Development and asphaltting of the Mbirkilane-Mabo-Sinthiou Wanar-Touba Saloum and Mbirkilane-Djamal roads (D5300 and D4104, 52 Km)
- (iv) Development and asphaltting of the Koungheul-Lour-Ribo escale-Payar road (N14, 73 km)
- (v) Development and asphaltting of the Koungueul- Sali-Maka Goui - Gambia border road (N14, 25 km)
- (vi) Development and asphaltting of the Kahone-Guinguinéo-Mboss-Gnibi road (R52, 41 Km)
- (vii) Rehabilitation of the Mboro-Diogo road (N8, 23 km)
- (viii) Development and paving of the Tivaouane-Pambal-Darou Alpha road (D13203, 20 Km)

Under component 2 (Support for Access to Economic Opportunities and Small Community Infrastructure) the project is going finance small community infrastructure and/or income generating activities (IGA) for the rural population living in the project's area of influence, especially women and other vulnerable groups. The nature, scope and localization of these infrastructures and IGA are to be determined either during preparation of project implementation.

D. 2. Borrower's Institutional Capacity

The project will be implemented by the Agence de Gestion des Routes (AGEROUTE) which has capitalized on several experiences in fiduciary and technical management of development projects financed by multiple other Technical and Financial Partners, including the World Bank Group, notably with the implementation of the Senegal Transport & Urban Mobility project (PATMUR) (P101415) and Dakar Bus Rapid Transit Pilot Project (BRT) (P156186). With this capacity, AGEROUTE will be responsible for planning and implementation of project's activities, either directly or through or in collaboration with other stakeholders like Conseil Exécutif des Transports Urbains de Dakar (CETUD), FERA, DTR and DR. AGEROUTE has also gained experience in managing Environmental and Social risks and impacts related to roads activities in Senegal. It has a Social Development Specialist and an Environmental Specialist. Their performance in supervising the implementation of safeguards instruments has been moderately satisfactory in the context of previous transport projects. Because AGEROUTE is implementing numerous activities, including projects financed by the World Bank, additional environmental and specialists dedicated to the support of this project might be needed to ensure that E&S risks and impacts are well managed throughout projects life cycle. All other agencies that will be involved in the implementation of the project's activities will be also requested to have in place well trained environmental and social specialists. AGEROUTE and other stakeholders involved in the project have no experience applying the ESF, so their capacity will still need to be complemented/enhanced, as well as the capacity of all other agencies that will be involved in the implementation of the project, to comply with ESF requirements.

II. SCREENING OF POTENTIAL ENVIRONMENTAL AND SOCIAL (ES) RISKS AND IMPACTS

A. Environmental and Social Risk Classification (ESRC)

Substantial

Public Disclosure



Environmental Risk Rating

Substantial

The environmental risk rating is substantial at this stage. Risks and impacts are anticipated to result mainly from Component 1 (Improving Rural Connectivity) and Component 2 (Support for Access to Economic Opportunities and Small Community Infrastructure). Activities planned under these components will involve civil work that will entail risks related to labor and working conditions including traffic safety, labor influx; community health and safety, including SEAH risks; land acquisition and involuntary resettlement; resource efficiency and pollution, mainly due to disposal and management of construction and hazardous waste; nuisances related to air and noise emissions; use of water, biodiversity. Some of these impacts will be site specific and will be managed through in a systematic manner throughout the project cycle with solid mitigation measures proportionate to the nature and scale of the project. Environmental and Social Impact Assessment (ESIAs) will be prepared according to the ESF requirements. Risk factors related to low capacity in implementing ESF requirements, including Sexual Exploitation, Abuse and Harassment (SEAH) will be mitigated through capacity building activities, ensuring that environmental and social specialists supporting the PIUs are in place and well trained. The risk rating also takes into account potential risks and impacts from the implementation in a COVID-19 context.

Social Risk Rating

Substantial

The project will have overall positive social impacts in terms of improving connectivity in selected agricultural production areas, thereby enhancing road access for citizens living in these rural agricultural areas. Road accessibility and opening up will improve the living conditions of the communities through access to transport and marketing opportunities for agricultural products and time savings in travel. The accessibility of rural areas will help to solve the problem of exclusion of communities living in rural areas, and access to basic social services and the creation of new jobs for people of legal working age. However, the social risk of this project is rated as substantial, reflecting challenges and concerns regarding significant environmental and social (E&S) issues related to: (i) land acquisition and resettlement of Project Affected Persons (PAPs) as part of major civil works; (ii) loss of economic activities for impacted communities with agricultural activities; (iii) potential social discontent and unrest at the sites selected to host the project facilities; (iv) potential risks related to livelihood restoration and socio-economic reintegration; (v) exclusion of vulnerable groups; (vi) risks of Sexual Exploitation, Abuse and Harassment (SEAH) that may arise during civil works with the influx of workers; (vii) community health and safety issues related to a range of factors, including worker-community interactions; (viii) possibility of social tension due to lack of non-recruitment of local workers; (ix) significant capacity for stakeholder engagement, (x) lack of communication.

B. Environment and Social Standards (ESSs) that Apply to the Activities Being Considered

B.1. General Assessment

ESS1 Assessment and Management of Environmental and Social Risks and Impacts

Overview of the relevance of the Standard for the Project:

The infrastructure works in the proposed project will include roads paving and asphaltting (Component 1), and community infrastructures (Component 2). Potential environmental and social adverse risks and impacts are expected to be site-specific and mainly from civil works planned under these components. They will be assessed through the environmental and social assessment documents to be prepared and proposed mitigation measures should be proportionate to the level of risks and impact.



As all sites are known at this stage, Environmental and Social Impact Assessments (ESIA) will be prepared consulted upon for each road section reflecting requirements of all ESSs relevant to the project prior to project’s appraisal. If two or three road sections are in the same area, they will be addressed in the same ESIA. Each ESIA will include an Environmental and Social Management Plan (ESMP) with clearly defined mitigation measures for construction and operational phases, roles and responsibilities, general and sector-specific; Environmental Health and Safety Guidelines in relation to occupational and community health and safety, measures for monitoring, time plans, environmental and social requirements to be included in bidding documents; costs and implementation producers for each mitigation measures recommended.

The nature and scope of activities related to small community infrastructures and IGA to be financed under component 2 are not known at this stage. An Environmental and Social Management Framework (ESMF) will be prepared prior to project appraisal, providing guidance for the environmental and social screening process of the activities under component 2, once they are determined. Specific E&S risks and impacts management instruments will be defined and prepared accordingly.

Construction Contractors will be required, as a condition of their contracts, to implement and comply with the project’s ESMP, including preparing contractors Environmental and Social Management Plans (C-ESMP) that include all necessary specific management plans and procedures provided in the ESMP. The C-ESMP also include an assessment of SEAH assessment of the available SEAH services and proposed mitigation measures.

A summary of the specific environmental and social measures will be included in the Environmental and Social Commitment Plan (ESCP), to be prepared by the Borrower in collaboration with the Bank. The ESCP will be disclosed prior to project appraisal. Specific instruments for community infrastructures will be determined and prepared during project’s implementation as the nature of the infrastructures will be defined. The project will also prepare RAPs for each section if required.

Areas where “Use of Borrower Framework” is being considered:

The project will not rely on the Borrower’s Framework but will comply with all relevant national environmental and social laws, policies, and regulations.

ESS10 Stakeholder Engagement and Information Disclosure

In consultation with the Bank, the Client will prepare and implement an inclusive Stakeholder Engagement Plan (SEP) proportional to the nature and scale of the project and associated risks and impacts. A draft of the SEP will be prepared and disclosed as early as possible and prior to Appraisal. The Client will seek stakeholder feedback and opportunities for proposed future engagement, ensuring that all consultations are inclusive and accessible (both in format and location) and through channels that are suitable in the local context NGOs, professional/workers’ organizations (incl. transport affiliation and organization), women's groups, the transporters’ unions and associations, local/regional/central authorities and departments, universities, value chains/ suppliers.. If major changes are made to the SEP, a revised SEP should be publicly disclosed. The borrower will engage in meaningful consultations with all stakeholders.

A project-wide grievance mechanism (GM), proportionate to the potential risks and impacts of the project by project effectiveness.



B.2. Specific Risks and Impacts

A brief description of the potential environmental and social risks and impacts relevant to the Project.

ESS2 Labor and Working Conditions

The project is likely to finance short term, unskilled workers from neighboring communities as well as some skilled engineers that will be brought in by the contractor(s). The project could include the following categories of workers: direct workers, contract workers, community workers and primary supply workers. Direct workers may be officials or technical consultants of the project. The former will be governed by one set of civil service codes, the latter by mutually agreed contracts, governed by National labor law and reflecting the principles of conditions of employment described in ESS2. It is highly likely that community workers will be involved in the civil works, details will be identified during the preparation. Most of the workforce is expected to be hired locally except for a few skilled workers. A Labor Management Procedure (LMP) that specifies the terms and conditions of employment, non-discrimination and equal opportunities, workers' organizations, measures against child and forced labor, grievance redress mechanism for labor disputes, occupational safety and health measures for the workers (direct and contract), and provisions to prevent and manage SEA/SH will be prepared prior to the start of works. In addition, to ensure health and safety of workers during the construction and operational phases of the project, the PIU will develop and implement a Health, Safety and Environmental (HSE) plan (as part of the ESMP) that is consistent with World Bank Group's Environmental, Health and Safety (EHS) Guidelines. The HSE plan will include procedures for incident investigation and reporting, recording and reporting of any non-compliances, emergency preparedness and response procedures and continuous training and awareness to workers as required. The clients shall ensure that the ESS2 requirements are incorporated into: (a) the contracts between the Recipient and the Contractor and any entity (including the Owner's Engineer) supervising the Project's civil works; and (b) the contracts between the Contractor and any Contractors' subcontractors. Thus, civil works contracts will incorporate social and environmental mitigation measures based on the WBG EHS Guidelines; other referenced plans, e.g. Stakeholder Engagement Plan (SEP), RAP, etc., as well as specific language referring to setting priorities for hiring local unskilled labor. All civil works contracts will include standard industry codes of conduct, which include measures to prevent SEAH. All workers will be required to sign a Code of Conduct that reflects environmental and social mitigation measures.

Workers Accommodation: Where on-site workers accommodation is confirmed, a Labor Camp Management Plan will be required as part of the C-ESMP.

ESS3 Resource Efficiency and Pollution Prevention and Management

Raw Materials: The required construction material will potentially include stones, sand, concrete blocks and timber. These materials are expected to be obtained from sources localized to project areas, such as quarries in the implementation zones, or in clear agreement with owners. ESIA's will recommend appropriate measures for improving the efficient use of raw materials.

Soil erosion and runoff: road rehabilitation may entail vegetation and soil loss which could result in erosion and runoff, that could adversely impact surface waters. The scope of vegetation loss will be assessed as part of each ESIA. Mitigation measures would also be expected to be proposed in the ESMP to avoid, reduce or mitigate runoff from



project sites during construction activities. The ESIA's will also assess potential for surface runoff from road surfaces during the operations phase and propose appropriate mitigation measures where erosion risks are high, such as measures to improve drainage and/or slope stability.

Management of air pollution: During the construction phase, air emissions will include exhaust from heavy vehicles and machinery, and fugitive dust generated by construction activities. Those most likely to be affected are workers and people living within the proximity of the work sites, as well as road users. The implementation of mitigation measures such as dust suppression and vehicle maintenance, regulation of car speed will be applied to minimize the impact of air emissions during construction, transportation of material, and residual impacts is expected to be limited in scope and duration. The ESIA's will also assess expected increased impacts to ambient air quality from projected increased road utilization by vehicles, using established models.

Noise: During the construction phase, noise is likely to be generated from the use of construction machinery and vehicle movements. This is expected to present short-term nuisance to the public and to owners adjacent to some of the project sites. The ESIA's will identify and assess impacts to nearest sensitive receptors and propose mitigation measures to minimize and manage the noise levels such as by applying standard restrictions to hours of site work. The Project will ensure that work is conducted in a way that noise levels will not be excessive or cause long-term nuisances.

Management of hazardous and non-hazardous wastes: The ESIA's will identify all sources of hazardous and non-hazardous waste and propose mitigation measures proportional to the level of risk. The ESIA's will also identify the presence and locations of licensed facilities for the transport, treatment and disposal of solid and hazardous wastes in the vicinity of project sites. The Contractor will be responsible for developing and implementing a waste management plan during project implementation.

This being a road project, an important amount of water might be needed. As for the raw materials, the ESIA's will recommend relevant measures for improving the efficient use of water, to also prevent competition with community needs of water in the project implementing zone. The project is not anticipated to be a significant emitter of significant quantities of greenhouse gases.

ESS4 Community Health and Safety

Proposed project will finance construction/rehabilitation of road segments which could negatively affect the health, safety and security including the risk of sexual exploitation, abuse, and harassment of the neighboring communities, sensitive rights of vulnerable pastoral and agricultural groups; community health and safety issues related to a range of factors including , worker-community interactions . While most of the workers for the civil works are likely to be from the local communities, experience has shown that any influx of workers into a project area can lead to adverse social impacts (SEAH, sexually transmitted and communicable diseases), particularly in rural areas. To manage these impacts, the ESIA/ESMP will assess and include HIV mitigation measures , COVID-19 prevention measures, and propose clear incident response procedures (e.g.: worker-community interactions.). The ESMP will make use of the general and sector-specific EHSs for the identified subprojects in relation to community health and safety. The project will prepare necessary ESIA's including a SEAH Risk Assessment and Action Plan and the necessary mitigation measures to be addressed during project implementation. The contractor's ESMP will include a security plan for the project sites and a Code of Conduct for all workers (long and short term) during the entire construction period. The equipment and vehicles/engines will be brought together to the base building site when the work is



stopped to ensure both community and workers' safety. The contractor will make use of the general and sector-specific EHSs for the identified activities in relation to community health and safety.

Road safety: traffic and road safety risks can arise in a wide variety of projects, including transport projects which involve road construction. To help improve road safety, the client will identify, evaluate and monitor the potential traffic and road safety risks to workers, affected communities and road users as part of the environmental and social assessment: ESMF/ESIAs/ESMPs, and where appropriate, will develop measures and plans to address them. The road safety assessment in all site specific instruments (ESIAs/ESMPs) will be conducted for each phase of the project. The client will monitor incidents and accidents, and prepare regular reports of such monitoring, which will identify negative safety issues, and establish and implement measures to resolve them. The ESMF and final project ESMP needs to capture the road safety needs on the project and mitigate the risks, to ensure that, (i) the project maintains safety and ethical considerations related to road safety data collection; (ii) Stakeholder engagements capture the concerns around road safety with suggestions for addressing them; (iii) the project's social assessment includes assessment of the underlying traffic and road safety risks and social situation; (iv) road safety risks as identified are addressed in the ESIAs/ESMPs.

These ESMP requirements will ultimately be embodied in the Contractor's ESMP (C-ESMP) which will govern how road safety will be addressed during construction. These documents should incorporate road safety considerations appropriate for the levels of risk.

ESS5 Land Acquisition, Restrictions on Land Use and Involuntary Resettlement

The project will involve the construction of road in the rural areas covered by the project, as well as small community infrastructures and IGA to be determined. If land is acquired for economic activities, a resettlement action plan (RAP) should be prepared for each section. At this stage of the project, all the road sections are already known, the framework approach and appropriate instruments to be prepared will be a RAP for each section. The RAP plan will include the livelihood restoration plan and a special accompaniment for vulnerable communities.

Land donation will not be an option for the road works since these are all already pre-defined. In case land is requested for socio-economic infrastructure, the RAP should demonstrate that it is not a land acquisition or donation. The RAP may also need to consider road safety to ensure persons are resettled to a safe environment.

ESS6 Biodiversity Conservation and Sustainable Management of Living Natural Resources

Initial screening by the Bank does not expect direct impacts to protected areas and/or critical habitats to occur as result of the project. Direct impacts could be possible resulting from construction material extraction, which will be assessed in the ESIA avoided through sourcing from operating quarries outside of potential critical habitat areas. The ESIAs/ESMP will therefore include assessment of risks on critical habitats and propose mitigation measures to the indirect impacts on critical Habitats and protected areas.

ESS7 Indigenous Peoples/Sub-Saharan African Historically Underserved Traditional Local Communities



This standard is not considered relevant as there are no Indigenous Peoples/Sub-Saharan African Historically Underserved Traditional Local Communities currently identified in the project area. Should the presence of indigenous communities be confirmed through further screening during implementation, the necessary assessments, consultations and instruments will be undertaken per the requirements of this standard.

ESS8 Cultural Heritage

Though the possibility is not considered significant in the project area, the ESIA's will describe the presence of known cultural heritage in the project area and provide guidance on chance finds. The ESIA will include assessment of any cultural heritage - including archaeological relics, fossils, human graves, shrines, sacred trees or groves - in the project area. During construction, it is possible that both known and unknown physical and cultural resources may be uncovered. Any sites identified will be avoided and if avoidance is not possible, the ESMP will identify measures required to address these impacts in accordance with the mitigation hierarchy. In addition, all construction contracts will include a "Chance Find" clause which will require contractors to stop construction if cultural property sites are encountered during construction and follow national legal requirements for managing cultural heritage

ESS9 Financial Intermediaries

This ESS is not currently relevant. Financial Intermediaries are not planned to be considered for this project's activities.

B.3 Other Relevant Project Risks

Road safety will be a point of attention during project implementation to ensure safety of communities.

C. Legal Operational Policies that Apply

OP 7.50 Projects on International Waterways No

OP 7.60 Projects in Disputed Areas No

III. WORLD BANK ENVIRONMENTAL AND SOCIAL DUE DILIGENCE

A. Is a common approach being considered? No

Financing Partners

Common Approach is not being considered for this project.

B. Proposed Measures, Actions and Timing (Borrower's commitments)

Actions to be completed prior to Bank Board Approval:



The project will prepare, consult upon, and publish in the Country and on the Bank external website, prior to appraisal:

- Environmental and Social Commitment Plan (ESCP)
- Stakeholder Engagement Plan (SEP)
- Labor Management Procedures (LMP), including GRM for labor-related issues
- Grievance Redress Mechanisms (GRMs) for project complaints
- Sexual Exploitation, Abuse and Harassment (SEAH) Assessment and Draft Action Plan
- Environmental and Social Management Framework (ESMF) covering small community infrastructures and IGA activities
- Environmental and Social Impact Assessments (ESIAs) for all road’s segments
- Resettlement Action Plans (RAPs), if determined by the section’s ESIA

Possible issues to be addressed in the Borrower Environmental and Social Commitment Plan (ESCP):

The borrower will need to develop its own ESCP which should include preparation and implementation an ESMF (for activities under component 2), Site Specific ESMP, and ESIA for public works and ; application of labor management procedures (including Occupational Health and Safety) preparation and implementation site specific RAPs. Implementation of a GRM. In addition, ESF capacity-building will be prioritized.

C. Timing

Tentative target date for preparing the Appraisal Stage ESRS

15-Dec-2021

IV. CONTACT POINTS

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Borrower/Client/Recipient

Borrower: Ministry of Finance and Budget

Implementing Agency(ies)

Implementing Agency: AGEROUTE

V. FOR MORE INFORMATION CONTACT

Public Disclosure



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VI. APPROVAL

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Practice Manager (ENR/Social)	Maria Sarraf Recommended on 26-May-2021 at 08:47:44 GMT-04:00
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